Railway	Name of Stations
Southern (31)	Alwaye, Arakkonam Jn., Calicut, Cannanore, Chengannaur, Chengalpattu, Chennai Beach, Chennai Central, Chennai Egmore, Coimbatore, Ernakulam Jn., Erode Jn., Kanniyakumari, Katpadi, Kayankulam, Kottayam, Madurai, Mambalam, Mangalore, Palghat, Pondicherry, Quilon, Rameswaram, Salem, Tiruchirappalli, Tirunelveli, Tiruttani, Trichur, Trivandrum Central, Tuticorin, Varkala.
South Central (14)	Dharmavaram Jn., Guntakal, Guntur, Hyderabad, Kacheguda, Kakinada Town, Nanded, Nellore, Raichur, Rajahmundry, Secunderabad, Tirupati, Vijayawada, Warangal.
South Eastern (21)	Adra, Bagnan, Balasore, Bishnupur, Bokaro Steel City, Chakradharpur, Contai Road, Garbeta, Hatia, Jhargram, Jharsuguda, Kharagpur, Kolaghat, Mecheda, Midnapore, Ranchi, Rourkela, Santragachhi Jn., Tamluk, Tatanagar, Ulubaria.
S.E. Central (3)	Bilaspur, Durg, Raipur.
South Western (8)	Bangalore Cantt. Bijapur, Hospet, Hubli, Mysore, Shimoga Town, Toranagallu, Vasco-de-gama.
Western (24)	Ahmedabad, Anand Jn., Bamnia, Bandra Terminus, Bharuch, Bhavnagar, Chittaurgrah, Dadra, Dharanagaon, Dwarka, Gandhidham, Gandhigram, Indore, Mumbai, Central, Navasari, Nimbahera, Okha, Rajkot, Ratlam, Surat, Ujjain, Vadodara, Valsad, Vapi
West Central (11)	Bhopal, Damoh, Habibganj, Guna, Hoshangabad, Jabalpur, Katni Jn., Kota, Pipariya, Satna, Sawai Madhopur.
KRCL (1)	Madgaon.

Improving rail line capacity

424. SHRI ABU ASIM AZMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that present rail engines are more powerful than the earlier coal/steam engines;

(b) if so, whether it is also a fact that Rail lines so used now in the country are the load feelers of the old engines;

(c) if so, whether it is a fact that the weak load feeler rail lines are unable to bear the forceful speed of the rail engines today and as a result thereof accidents are increasing; and

(d) if so, the steps being taken by Government to improve to rail line capacity?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) to (d) No, Sir. Track renewal and upgradation is a continuous activity. Over the years, track structure has been upgraded with rails of larger cross section, higher ultimate tensile strength, layout on pre-stressed concrete sleepers as opposed to wooden sleepers etc., powerful locomotives are certified to run only if the track structure is adequate for the purpose.

Suggestions of committees on rail accidents

425. SHRI ABU ASIM AZMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that suggestions of the committees set up after the rail accidents are not being followed by Government;

(b) if so, whether it is also fact that as a result thereof the rail accidents are increasing in the country rapidly;

(c) if so, the steps being taken by Government for the protection of the rail passengers in the country; and

(d) if delayed, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise, as the number of consequential train accidents during the year 2001-2002 were 415 which came down to 351 in 2002-2003 and 325 during 2003-2004. This further came down to 234* during 2004-2005 which is the lowest ever figure in a year, reflecting an improvement of 28% over the corresponding period of the last year.